

# The Brattleboro Daily Reformer

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BRATTLEBORO, VERMONT, THURSDAY EVENING, AUGUST 31, 1916.

TWO CENTS.

## CONGRESS AT WORK ON PLAN TO PREVENT THE RAILWAY STRIKE

### President Urges Brotherhood to Recall Their Strike Order

### CONFERENCE BEFORE A SENATE COMMITTEE

### Brotherhood Leader Expresses Hope for Settlement by Congress

WASHINGTON, Aug. 31. While congress got down to work today on President Wilson's legislative program to prevent the railway strike, the President himself renewed his efforts to get the brotherhood leaders to recall their strike order and at the same time took steps to hurry congress along. He conferred with the administration leaders during the forenoon and summoned the brotherhood leaders to the White House for a conference later.

Railroad officials and representatives of the trainmen's brotherhood appeared at the senate interstate commerce committee hearing on President Wilson's legislative program today. Elisha Lee, chairman of the managers' committee, headed the delegation of railway officials. Representing the men were the four brotherhood heads. Officials of the American Federation of Labor, headed by President Gompers, also were present. At the outset of the hearing Senator Newlands, chairman of the committee announced its purpose and said none of the proposed legislative program included compulsory arbitration.

Senator Newlands spoke of the short time remaining for congress to act and said: "This present dispute, if carried to its extremes, will involve the United States in a civil war. The question is whether we cannot find some means of bringing about a settlement of this dispute between employers and employees without resort to force."

A. B. Garretson, one of the brotherhood leaders, said: "It is unfortunate that this situation has arisen, but I believe if a settlement can be effected by congress even though we are opposed to legislative settlements, we are willing to waive the age-old tradition against it. Such a settlement in this controversy will be desirable in the circumstances."

The President expects that the action of the railroads in issuing embargo orders against perishable freight, thus affecting food, will have some effect in quickening action by congress. Statements of brotherhood leaders that if

the eight-hour law is passed by Saturday night the strike order will be rescinded led the President to redouble his efforts to have the measure rushed. Besides that the President takes the position that it is the patriotic duty of brotherhood leaders to rescind or postpone the strike order in view of his recommendations to congress and the effort being made to act on them.

Postmaster General Burleson conferred with President Wilson this morning and said afterward that he will insist that mails be carried on every train moved if a strike comes.

Should the President's appeal to the brotherhood heads to rescind the strike order fail he is prepared to issue a public statement calling upon all the members of the brotherhoods to join in ordering its recall. He would say that the railroad employees have no right to imperil the industries of the nation, under such conditions when the thing they demand is about to be provided by law.

Congress put all other affairs aside today and devoted itself to enacting President Wilson's legislative program to avert the railroad strike, but the President, overlooking no possible means to prevent the threatened public calamity, did not depend on congress alone and continued unceasingly his efforts to get the brotherhood heads to postpone their strike order.

Just before noon the President went to the capitol and conferring with the leaders urged them on to the speed necessary to get the bills through the legislative machinery of house and senate before Saturday night, then returning to the White House he called the four brotherhood heads before him for another appeal to delay their strike while congress by law provides what the railroads have refused.

Although the brotherhood leaders reiterated that only a "favorable settlement" could delay the strike and that they were powerless to postpone it one of them admitted he believed the rank and file of the men, in view of the effort being made in congress, would vote to delay it if there were time for them to express their wishes. Out of that, out of proposals to have congress pass a resolution asking the men to delay, and out of many other indications coming from the very inside of the situation there came again the indefinable intimation that the strike could be prevented if congress by Saturday night had not actually enacted the President's program but has it on the way; that President Wilson was holding another card—a direct appeal to the rank and file of the railroad men to realize that congress is about to give them what they ask and to stay at their posts.

The President was still determined to day to do this if necessary, but was hopeful that it would not be. While the senate interstate commerce committee was hearing the railroad heads and brotherhood leaders, the house managers got into action and agreed on a bill providing the eight-hour day, pro rata pay for over time and the commission to investigate the new conditions. They planned to rush the measure through while the senate was working.

CHICAGO, Aug. 31. — Presidents and operating officials of the railroads of the country were in conference today for the purpose of formulating plans to operate trains in the event that the strike of the four brotherhoods of trainmen, set for next Monday morning, takes place.

Virtually none of the railroad heads shared in the optimism expressed in some quarters at Washington that the passage of the eight-hour bill by congress would avert a strike on Labor day.

Railroad officials planned to run at least one passenger train a day on every road and in each case it is announced preference will be given to milk trains.

The railroads, according to tentative plans, will pool their resources. Strike breakers, it is understood, will be hired, not by individual roads, but by a central committee of all the roads and distributed where they are most vitally needed.

Independent of the transportation strike the railroads are facing a new labor problem in the threatened strike of 35,000 shopmen on 20 roads west of Chicago, who seek an eight-hour day and five cents an hour wage increase.

The embargo on livestock will cause a shortage of fresh meat in various cities of the country within a few days.

## GREECE WILL BE INVOLVED IN WAR

### Is Expected to Abandon the Policy of Neutrality in 48 Hours

### BULGARIANS SUFFER TREMENDOUS LOSSES

One Estimate Puts Their Casualties at 15,000 — Attacked the Serbians in Close Formation—Gomichevo Called "Another Verdun."

ATHENS, August 31, via London.—Rapid developments in the diplomatic situation here today made it appear that within 48 hours Greece will have abandoned the policy of neutrality in the war.

The Bulgarian regiments, says the despatch, attacked the Serbians in close formation after the German style near Larovitz and suffered severely. They were compelled to ask for reinforcements.

The Serbians appear to be masters of the situation at Gomichevo, says the Athens correspondent, and Bulgarian officers who deserted said the Bulgarians called Gomichevo "another Verdun."

LONDON, August 31.—The fighting is very severe all along the Macedonian front, says an Athens despatch by wireless, which adds that the Bulgarian regiments suffered a severe check at the hands of the Serbians on the entente left flank and that the Bulgarian losses are estimated at 15,000.

### TWENTY DROWNED WHEN SHIP SANK

### Six Survivors Who Were on a Raft a Week Picked Up and Brought to New Orleans.

NEW ORLEANS, Aug. 30.—Twenty men of the crew of 28 of the American steamer Admiral Clark, which sailed from Port Arthur, Texas, for Buenos Aires on Aug. 11, perished at sea when the steamer foundered Aug. 16 in a tropical hurricane. Six survivors arrived at the quarantine station here yesterday on the Swedish bark Tana.

Capt. James Daniels, master of the steamer, was among those drowned. The six survivors were adrift in the Caribbean on a small raft more than six days before they were picked up by the Tana. They were in a serious condition from exposure and lack of food.

The Admiral Clark encountered the hurricane the morning of Aug. 16. After an all-day battle with the storm the doors of the mess room were broken in and the water flooded the engine room. The steamer sank about 112 miles southeast of Cape San Antonio, Cuba.

All the boats had been smashed or washed away and the crew was forced to jump into the water. The six survivors managed to grasp the painting raft, which was afloat, and on this raft refuge they drifted until picked up.

The Admiral Clark was of 2,437 tons, and was owned by the Pacific Alaska Navigation company of Tacoma.

### TWO AGRICULTURAL MEETINGS PLANNED

### At E. H. Pratt's Alfalfa Plot in East Dover Sept. 7 and W. T. Bruce's Farm in Newfane Sept. 8.

On Thursday, Sept. 7, at 2 p. m., there will be an alfalfa meeting at the farm of E. H. Pratt in East Dover. On this farm there is a plot of alfalfa that was sown July 29, 1915, and already has been cut twice this season. The third crop is well started at the present time. There will be someone present to explain the best methods of growing and handling the crop in this part of the country. Everyone is invited and is asked to help extend the invitation.

On Friday, Sept. 8, Newfane Grange and the Windham County Agricultural association will unite for an all-day field meeting and basket picnic at the farm of W. T. Bruce in Newfane. At 10:30 Miss Bessie M. Thayer of the Vermont Extension service will give a canning demonstration for the women. At the same time any men who wish to do so may go on a short automobile trip to look over the alfalfa and soy bean fields nearby. At noon there will be an hour for luncheon and visiting. All are expected to carry their own luncheon. The afternoon program will begin at 1:20 and will include addresses, by Thomas Bradlee, director of the Vermont Extension service; John Helvar of the New Jersey experiment station; Mogens Tolstrup, market agent for the Vermont department of agriculture. This will be the last meeting of the kind to be held this season.

### GUILFORD.

Mrs. A. J. Belden returned Wednesday from Greenfield, where she visited a week with her sister.

## MANLEY AWARDS CONTRACT TODAY

### Four-Story Garage Will Be Erected on Hooker Property

### TWO LOWER FLOORS TO BE FIREPROOF

Contractors Are McDonald & Kivel of Boston — Will Be Built of Brick with Cast Stone Trimmings — Suites on Upper Floors.

Papers were signed this afternoon awarding the contract for the erection of John B. Manley's new garage on the Hooker property to the firm of McDonald & Kivel of Boston. Mr. McDonald is in town today making arrangements for the immediate beginning of work on the structure.

The new building will be of brick and reinforced concrete with cast stone trimmings. It will be four stories high with a frontage of 100 feet on High street and a depth of approximately the same dimensions. The basement and first and second floors will be devoted to automobile uses with the exception of store quarters which will be finished off in the southeast corner of the main floor. The High street side of the first and second floors will be equipped with plate glass fronts for display purposes. The third and fourth floors will be divided into 10 suites, each composed of living room, dining room, kitchenette, bath and balcony. These will be reached by stairways leading from the west end of the High street front.

The first floors and basement of the new building will be of absolutely fireproof construction with concrete floors, metal window sash, etc. Wooden partitions will be used in the third and fourth floors.

Entrance to the basement will be gained from Main street. There will be two automobile entrances on High street, one at the east end of the building on a slight descent to the first floor and the other at the west end of the building on a slight ascent to the second floor.

The plans for the building are from the office of C. T. MacFarland and Herbert W. Colby of Boston.

### ATTENDANCE 500 BELOW LAST YEAR

### Caution Against Infantile Paralysis Kept Many Children Away from Guest Day Celebration.

A noticeable feature of the second annual Guest day yesterday under the management of the Brattleboro board of trade was the marked difference in the number of children who came to town for the day as compared with the record last year. Every one in a position to know remarked that very few children were in town.

This is taken as an indication of the general fear of contagion in large assemblages and presages light attendance at such events as agricultural fairs. In spite of the absence of many children it is estimated from the returns that there were only about 500 less visitors in town yesterday than came a year ago.

Many who came to town this year did not register for the privilege of attending the various entertainments free of charge. A large number attended the cattle sale at the new pavilion of the Purebred Live Stock Sales Co. in the morning and again in the afternoon and of this people to reduce all day the number of people attending the various entertainments.

In the afternoon the Braves and Foresters, two Hinsdale league baseball teams, played a snappy game of eight innings at Island Park, the Braves winning 6 to 4. The Foresters led at the end of the sixth by a score of 3 to 2. In the seventh the Braves made three runs and the Foresters one, and the Braves added one more in the eighth. There was good hitting and good fielding and the game was unspiced efficiently by Glen Atkins. The line-ups were as follows:

Braves—Provost, cf; Weeks, 1b; Bonnett and A. Houle, cf; Cunningham, c; Tacy, 3b; Levasseur, ss; Hall, rf; Wallace, rf; Powers, p.

Foresters—Houle, 3b; Mann, 1b; Mason, ss; Gilliland, c; Mossie, 1b; Moran, 2b; O'Connell, cf; Safford, rf; Howe, p.

### CAMPAIGN AGAINST EPIDEMIC BRIGHTER

### Sixty New Cases of Infantile Paralysis and 19 Deaths During Past 24 Hours.

NEW YORK, August 31.—Fewer new cases of infantile paralysis in every borough of the city today lent a brighter aspect to the campaign against the epidemic. The number of sufferers discovered by physicians during the last 24 hours was 60, 19 fewer than shown yesterday. There were 21 deaths, a drop of one.

## RECRUITS BACK TO STATE CAMP

### Order from War Department Awaited Them in Brattleboro

### STRIKE PROSPECT MAY BE REASON

Troops Much Disappointed Not to Be Able to Proceed to Eagle Pass — Crowd of 300 Met Them at Railroad Station — Gov. Gates There.

Keen disappointment came to the recruits of the 1st Infantry, Vermont National Guard, last night for the second time in being ordered back to the state camp ground near Fort Brattleboro on their way to join the main body of the regiment at Eagle Pass, Texas. On the train were about 25 recruits of Company I of Brattleboro, who had anticipated pleasant greetings from friends and relatives at the station, to be followed by a resumption of the journey to Eagle Pass. The greetings they received in full measure, but the pleasure was mingled with regret that they must go back to camp, where they had spent several weary weeks. Until the train arrived here no person on board had received any intimation that they would not continue to the Mexican border.

No reason could be learned for the return order, but it was assumed by Gov. Charles W. Gates, who happened to be in town, and by Adjutant General Lee S. Tilton of St. Albans, who was on the train, and others that it was because the threatened country-wide railroad strike might go into effect before the train reached Eagle Pass and tie up the train on the way. It was thought possible also that in case of a strike the government might wish to have troops at some points other than Texas as they might be needed to guard property.

It was after 11 o'clock when the troop train arrived, and at the station were 300 or more friends and relatives of the guardsmen. Information had been received late in the afternoon that the train would not leave Windsor until about 9:30 o'clock, so many were spared a long and weary wait at the station, as the first report was that the train would come between 7 and 8 o'clock. Those at the station were laden with packages of food, tobacco and other remembrances, which were put on board.

Shortly before time for the train to arrive a rumor started that orders had been received to send the boys back to camp, and within a few minutes everybody at the station knew that such an order had been received. In their eagerness to be first to convey the news to the soldiers several shouted the fact to those on the cars and at the windows before the train stopped.

The first officer to be seen who was generally known as Capt. E. W. Gibson of Company I, who was on a car step and was one of the first to alight. He was immediately surrounded and plied with questions as to what would be done, before he had had opportunity to learn anything about the situation, and naturally could give no information.

It was soon learned that E. J. Guthrie of New London, superintendent of the New London division of the Central Vermont railway, who was in town, had an order from railroad officials to send the train back to the state camp.

The military officials had received no order, and as they were taking their orders from the military authorities instead of the railroad authorities the situation for a time seemed to be very unsettled.

Before long Governor Gates, Gen. Tilton, J. Gray Estey, former colonel of the regiment, Captain Gibson and Capt. J. B. Hyland of the Rutland company were in conference in the car in which Governor Gates was in bed. Following the conference Governor Gates and Gen. Tilton went to the telegraph office in the new union station to verify the order. While they were there another despatch came signed "Simpson," who is the adjutant general of the Department of the East, at Governor's Island, N. Y. It was to the Boston & Maine railroad at Rotterdam Junction, N. Y., and ordered that the troops be returned to the state camp. The message had been relayed to Brattleboro as it was learned that the train had not passed here. It instructed the railroad to show the despatch to the commanding officer as his authority for returning the troops.

Still Gen. Tilton was not satisfied, so he called the adjutant general's office at Governor's Island by telephone and learned that the order was authentic. He did not learn, however, the reason back of it.

Some more time was consumed over the question of transportation, and shortly before 1:45 o'clock this morning the train pulled out of the station on the return journey.

During the interval the new regimental band gave a concert on the station platform. They may have had a special interest in showing the Brattleboro people what they could do in the way of substituting for the First Regiment band of Brattleboro, but in any case they showed themselves to be a competent organization, having first class instruments, and the music was much enjoyed and applauded.

Excursion to Ocean Beach, New London, Sept. 3. See adv on page 5.

## CONNECTICUT RIVER ASKS FOR RECEIVER

### Its Property All Leased to Boston & Maine—Unable to Meet Notes

Petition Says.

BOSTON, August 31.—Stating that because all its property is leased to the Boston & Maine it is unable to meet outstanding notes, the Connecticut River Railroad company yesterday filed a bill in the United States district court asking for the appointment of a receiver and for an injunction in prevention of a multiplicity of suits against it.

The Barre & Chelsea railroad is made nominal defendant in the action, but other holders of the road's notes are intended to be included. The outstanding capital of the plaintiff amounts to \$3,233,300, there are bonds to the extent of \$2,259,000 and negotiable promissory notes amounting to \$2,485,000. Of the notes the Boston & Maine owns \$485,000.

A temporary injunction was issued by Judge Morton and an order of notice returnable today was issued.

The Barre & Chelsea Railroad company, whose notes fall due today, is a Vermont corporation. On Sept. 18, 1913, the Barre Railroad company and the East Barre & Chelsea Railroad company were consolidated as the Barre & Chelsea Railroad company. The line operates between Barre, Vt., and the Barre granite quarries, 24.59 miles. The capital stock, authorized and outstanding, is \$400,000, of which \$397,600, according to the last available report of the company, is owned by the Vermont Valley railroad.

The Vermont Valley road is controlled by the Boston & Maine, through ownership of 98 per cent of the capital stock of the Connecticut River, a leased road. The Vermont Valley runs from Bellows Falls to Brattleboro and is operated by the Boston & Maine, as agent, and as a part of the Connecticut and Passumpsic division.

### E. R. KELSO ALLEGES BREACH OF CONTRACT

### Brings Action Against Mr. and Mrs. H. L. Bailey of Putney—Defendants Claim Justification.

Edward R. Kelso of West Palm Beach, Fla., has entered suit in county court against Mr. and Mrs. Herbert L. Bailey of Putney asking for \$500 damages for alleged breach of contract.

The papers in the case set forth that the plaintiff is a carpenter and builder and in May was engaged to make plans and specifications for a house to be built in Putney for the defendants. He says that he made the plans and specifications and was under an agreement to receive \$5 a day for every day he worked on the construction of the house. He left West Palm Beach and moved with his family to Putney, engaging a house there for their occupancy. He began work in May and it was understood under the contract, he alleges, that the work should last until about October 31.

He states that he continued to work until Aug. 3, when he was discharged without cause and before the completion of the contract and that he is now without work. He charges that the defendants have neglected and refused to pay for some of the work already done and refused to pay damages for the breach of contract.

His specifications claim that there is due for work \$38.40; damages for loss of work and breach of contract, \$250; fares and transportation from West Palm Beach to Putney, \$150; damages for leasing house, \$50; total, \$488.40.

The defendants claim they have been entirely justified in whatever action they have taken in the matter.

### FAIR SITUATION STILL UNSETTLED

### Governor Gates and State Board of Health to Discuss Question in Rutland This Evening.

Gov. Charles W. Gates and the state board of health will meet this evening in Rutland to discuss the advisability of putting a ban on the holding of agricultural fairs in the state this fall.

The Governor is an old official of a fair himself and appreciates what the various fair associations are contending with this year.

Fair officials are satisfied that there will be a much smaller attendance this year than usual, due to the fear of infantile paralysis in the state this fall. A railroad strike adding to their troubles it is considered doubtful if there would be much regret on the part of fair officials throughout the state if all fairs were called off.

While every association has been put to many hundred dollars of expense to date it is probable that this as a total loss would be less than the loss of holding fairs under the present adverse conditions would be.

### PROHIBITION IN RUMANIA.

### Sale of Alcoholic Beverages Forbidden Under Severe Penalty.

BUCHAREST, Aug. 31, via London.—The police commissioners have forbidden the sale and consumption of alcoholic beverages in all establishments throughout Rumania under severe penalty.

### THE WEATHER.

Fair tonight and Friday. Light southwest winds.

WASHINGTON, August 31. — The weather forecast: Fair tonight and Friday. Light southwest winds.

## HOLSTEIN SALE TOTALS \$20,225

### Two Days' Receipts at New Vernon Street Livestock Pavilion

### AVERAGE PRICE FOR 124 HEAD WAS \$163

Better Prices the Rule on Second Day — Heaviest Buyer P. H. Metcalf of Holyoke—Consignment of 22 Head by Vermont Man Brings \$4,470.

The last of the 124 head of registered Holstein cattle consigned to the auction sale at the pavilion of the Purebred Live Stock Sales Co. of Brattleboro was disposed of late yesterday afternoon, closing a successful two-days' sale.

Sixty-four head were sold yesterday for a total of \$11,540, or an average of \$177 each. The total for the two days was \$20,225, an average of \$163 each. Better prices were the rule on the second day.

Morris B. Carpenter of Phoenix, Arizona, was the largest purchaser, paying \$2,650, and the next heaviest buyer was F. H. Metcalf of Holyoke, Mass., whose purchases aggregated \$1,800. Mr. Metcalf paid \$415 yesterday for a cow seven years old, within \$5 of as much as he paid for a heifer the first day.

B. C. Buxton of Middletown Springs (Vt.), who had 22 head in the sale, received \$4,470 gross.

Gov. Charles W. Gates, who was the guest of honor at Brattleboro's Guest day, visited the pavilion in the forenoon and was introduced by Frederick L. Houghton and made brief remarks. He said he favored the Jersey breed, but he recognized the good qualities of the Holsteins and commended the good work being done by the sales company.

There were several buyers from this locality on the second day, as well as the first. Among them were the following: R. Albert Newton of Brattleboro, cow 11 years old, \$1,000; A. J. Hildreth of Brattleboro, cow 11 years old, \$1,300; George L. Townsend of Brattleboro, cow three years old \$160, cow five years old \$255, and cow six years old \$290; D. R. Miller of Dunsmuir, cow nine years old \$170, and cow eight years old \$175; Houghton farm of Putney, yearling heifer \$180, and cow 11 years old \$195; F. B. Hannum of Putney, cow three years old \$170, and cow five years old \$280; C. K. Loomis of East Putney, cow three years old \$190; O. D. Parker of South Londonderry, calf two months old \$60, and calf two months old \$80; Herbert H. Howe of Newfane, cow 10 years old \$200; F. L. McWilliams of Wilmington, calf \$45, and cow six years old \$330; J. B. Knight of Westmoreland, N. H., cow three years old \$255.

### HUSTIS IS APPOINTED TEMPORARY RECEIVER

### Holds the Position with Boston & Maine and Vermont Valley Railroads in Vermont.

MONTEPELIER, August 31. — James H. Hustis, temporary receiver of the Boston & Maine railroad under appointment by the United States district court in Massachusetts, was made temporary receiver in this state by the federal court in ancillary proceedings today, also receiver for the Vermont Valley railroad.

Application for the appointment of a temporary ancillary receiver of Boston & Maine railroad properties in Vermont was made last night to Judge Harland B. Howe, in the United States district court, in proceedings brought by the International Rubber company against the Boston & Maine.

The Brattleboro Trust company and James M. Tyler, holders of Boston & Maine securities, asked leave to intervene and file a petition for the appointment of a co-receiver domiciled in Vermont. The court permitted the filing of the papers and took the matter of the appointment of a co-receiver under consideration.

Edward H. Devitt of Montpelier appeared for the petitioners, John G. Sargent for the Boston & Maine, and Harland B. Whitney for the Brattleboro Trust company and James M. Tyler.

At the same hearing a receiver was asked for the Vermont Valley railroad, the Boston Safe Deposit and Trust company being named defendant in the case. Mr. Whitney received permission to file papers of intervention in this case.

The court was told that \$15,000,000 of Boston & Maine notes and upward of \$2,000,000 of the Vermont Valley's are due today.

The Vermont Valley stock is owned by the Connecticut River railroad, and itself owns the Montpelier & Wells River railroad and Barre & Chelsea railroad.

The application for co-receiver, suggesting Martin A. Brown of Wilmington, is set for hearing with other cases at the October term of court in Rutland.

Excursion to Ocean Beach, New London, Sept. 3. See adv on page 5.

### Centre Congregational Church

Friday, Sept. 1, 7:30 p. m.—Midweek meeting of the church. Limitations. 2 Cor. 12:1-10; 1 Cor. 1:18-31. Rev. Richard H. Clapp will lead and the new hymn books will be used.

### First Baptist Church

Friday, Sept. 1, 7:45 p. m.—Regular prayer meeting of the church. Rev. Mr. Tomkinson will be in charge.

Rev. George E. Tomkinson, pastor of the church, will occupy the pulpit Sunday morning.

### NO PAPER

### Labor Day

### MONDAY, SEPT. 4

The regular edition of The Reformer will be suspended on Monday, Sept. 4. All news of the holiday will be found in the issue of Tuesday, Sept. 5.

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